(d) No, Sir. The aircraft are proposed to be acquired through outright purchase.

(e) The financing for the acquisition of new aircraft would be arranged through external commercial borrowings and internal resources. The actual financing pattern would, however, be decided at the time of delivery of the aircraft after the perposal is approved.

Privatisation of airports

32. SHRI K. CHANDRAM PILLAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to privatise airports in the country;

(b) if so, whether Delhi and Mumbai airports are also being considered for privatisation;

(c) if so, the reasons therefor;

(d) the details of the airports listed for privatisation togetherwith the reasons therefor;

(e) whether Delhi and Mumbai, airports are among the profit making airports in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has approved that restructuring of Delhi and Mumbai airports may be undertaken through Joint Venture (JV) route by formation of separate companies between Airports Authority of India (AAI) and Joint Venture (JV) partner.

(c) The reasons *inter alia* are: the need to improve the standard of services and facilities at International Airports and to facilitate infusion of private sector investment in airport sector through public-private partnership and the objective to improve managerial and operational efficiencies of Delhi and Mumbai airports.

(d) At present, only Delhi and Mumbai airports are being restructured, since they are the major international gateways to India.

(e) Yes, Sir.

(f) During the year 2003-2004, Delhi and Mumbai airports earned the profit before tax to the tune of Rs. 229.35 crore and Rs. 349.48 crore respectively.